

Land to the southwest of Dunns Crossing Road is zoned Outer Plains and generally provides for rural activities. Existing non-rural land use activities in the vicinity of the site include a resource recovery centre on the south side of Burnham School Road and a sewerage treatment and disposal facility is designated on the southern side of Burnham School Road.

2.2 Roading Network

SH1 is a rural two-lane road with standard highway geometric characteristics in the vicinity of the site. The road typically has a width of some 10m and along its length contains several dedicated passing lanes to ensure that an appropriate level of service is retained for the traffic volumes that use it between Christchurch and Ashburton.

Dunns Crossing Road has a flat and straight alignment and runs in a northwest-southeast direction. The southern section of the carriageway of Dunns Crossing Road is unsealed with a width of some 7m. The road has a 6.5m wide sealed carriageway beginning part way along the site frontage to 650m south of Lowes Road. From this point to Lowes Road the carriageway of Dunns Crossing Road has been widened to 7.6m, with a 1.8m footpath on the eastern side. This section of the road is adjacent to a recent subdivision. From Lowes Road to SH1 the road has a 6m to 7m wide sealed carriageway and is rural in nature.



Photograph 1: Dunns Crossing Road north of Selwyn Road



Photograph 2: Dunns Crossing Road north of Boulez Mews



Photograph 3: Dunns Crossing Road south of Brookside Road

Dunns Crossing Road has a posted speed limit of 70km/hr from SH1 to the current southern urban limit. Roads within the urban area to the east have a 50km/h speed limit. SH1 has a posted speed limit of 100km/hr in the vicinity of the site, as does Burnham School Road and Brookside Road to the southwest of Dunns Crossing Road.

Selwyn Road has a straight alignment and a carriageway width of some 7m. Selwyn Road intersects with East Maddisons Road at a give way controlled angled crossroad with priority to Selwyn Road traffic. The road also intersects with Springston Rolleston Road at give way controlled angled crossroad but with priority to Springston Rolleston Road. The following photograph shows Selwyn Road looking northeast through the intersection.



Photograph 4: Selwyn Road, looking towards the Springston Rolleston Rd Intersection

The four legged SH1/Dunns Crossing Road/Walkers Road intersection is give-way controlled with priority given to through traffic on SH1. Right turn bays are provided for turns from SH1 into both Walkers Road and Dunns Crossing Road and good visibility is provided from the Dunns Crossing Road and Walkers Road approaches. The main trunk railway line runs parallel to SH1 on its north-western side, with the Walkers Road level crossing located 38m from the SH1 edgeline.

The intersection of Dunns Crossing and Brookside Road has priority given to Brookside Road, with Dunns Crossing Road controlled by Give Way signs. As can be seen in the following photograph, the intersection (which is typical of the cross road intersections in the vicinity) does not have any features to provide additional delineation of the cross road intersection such as central traffic islands on the sign controlled approach.



Photograph 5: Dunns Crossing Road approach to Brookside Road Intersection

The intersection of Dunns Crossing Road and Burnham School Road is stop controlled with priority given to through traffic on Dunns Crossing Road. Kerbed turning radii are provided on each corner to clearly define the intersection and good visibility is available from both Burnham School Road approaches.

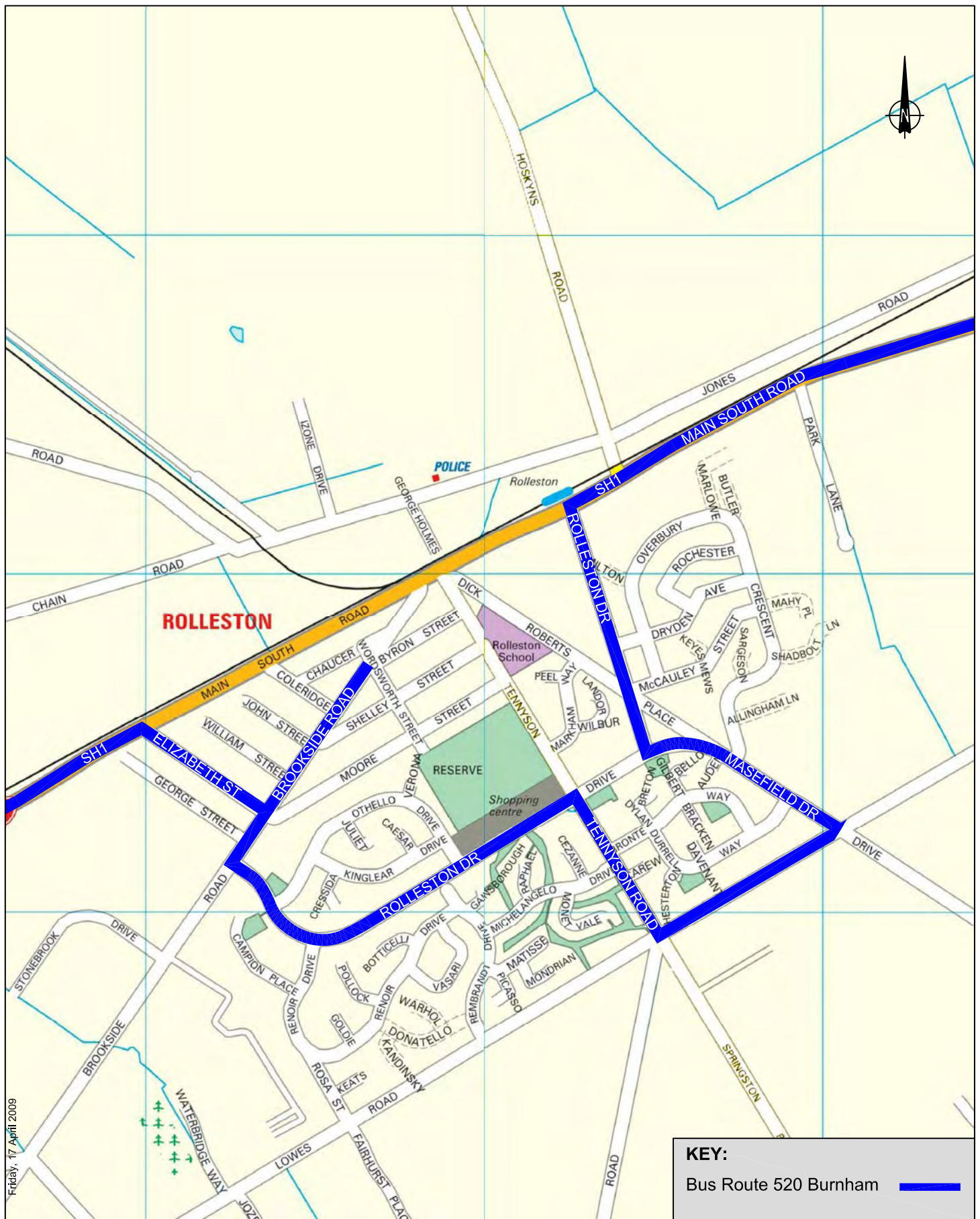
2.3 Public Transport

Figure 3 shows the existing public bus service route (service 520 and Burnham B) through Rolleston, which is operated by Environment Canterbury and runs between Burnham, Rolleston, Hornby and the Christchurch City CBD. The route currently operates along Main South Road east of Dunns Crossing Road and turns into Walkers Road northwest of SH1 to service Rolleston Prison.

The 520 service typically operates with a weekday frequency of one trip per hour into the City, and one service per hour from the City. Additional buses in the morning and evening commuter peaks are provided on the B service, in the predominant commuter direction. Weekend services also operate hourly in each direction, with Sunday services terminating in the late afternoon.

2.4 Footpaths and Cycle Routes

A formed 2m wide footpath runs along the north-eastern side of Dunns Crossing Road from Lowes Road to approximately 500m further south. The footpath serves the recent subdivision on the south-eastern corner of Lowes Road and Dunns Crossing Road. There are no other formed footpaths or cycle routes on Dunns Crossing Road or Burnham School Road. Within the Rolleston urban area, most roads are formed with a footpath on at least one side of the road.



SPBL Rural Residential Plan Change

Existing Bus Route

Traffic Design Group

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SCALE: 1:15,000